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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. On 19 November 1953, the runway of Riga-Spilve (N 56-59, E 24-04) airfield parallel to the river was observed to have an estimated length of at least 1.5 kilometers. The southern end of the runway could not be seen. Twenty-nine aircraft, with their noses pointing to the river, were parked in three rows behind each other, 200 to 300 meters west of the runway. The aircraft had swept-back wings and very high tail units. The aircraft of the easternmost row, which was the front row, had cabins projecting beyond the middle of the wings. Aside from three trucks, no personnel or motor vehicles were observed at the field. No ground activity was observed. Two hangars with their gates oriented to the east were located in the western section of the field about three kilometers from the river bank. Aircraft took off toward the north at intervals of 1 to 3 seconds, climbed to an altitude of about 500 meters, and then turned to the east. Since the weather was slightly hazy, further air activity could not be observed. A total of 11 swept-wing jet aircraft took off from the field; their landings could not be observed.
2. On 20 November 1953, when the weather was hazy, only three single-engine propeller-driven aircraft were observed parked on the eastern edge of the field. No jet aircraft were observed. The length of the runway could not be estimated because of poor visibility. The entire airfield could not be observed.
3. On 19 and 20 November 1953, intensive air activity by jet aircraft with sharply swept-back wings and high tail assemblies was observed over Riga. Source could not determine from the air activity to which airfield the aircraft were assigned.

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